

Program A: Traffic Enforcement

Program Authorization: R.S. 30:1150.65; R.S. 32:1504-1517; R.S. 32:1711 et seq.; R.S. 40:147; R.S. 40:1379.8; R.S. 51:579

PROGRAM DESCRIPTION

The mission of the Traffic Enforcement Program in the Office of State Police is to ensure the safety and security of the people in the state through enforcement, education, and provision of other essential public safety services.

The goals of the Traffic Law Enforcement Program in the Office of State Police are:

1. Become better partners with the public through community policing.
2. Ensure that all patrol personnel are provided the safest and most advanced equipment technologically available.
3. Promote safer transportation of hazardous materials.
4. Ensure that motor vehicle operators possess a valid driver's license, vehicles are properly inspected, and motorist maintain liability insurance. Additionally, driver's license and title fraud will be thoroughly investigated.

The Traffic Enforcement Program includes the following activities: Troop Traffic Enforcement, Transportation and Environmental Safety Section, and Safety Enforcement.

Troop Traffic Enforcement essentially was established by Act 120 of 1922, which created the Office of the State Police and charged it with enforcing laws regulating the use of highways. Troopers assigned to troop locations are responsible for promoting highway safety through education and enforcement of the Highway Regulatory Act in addition to enforcing all criminal laws. Their primary duties include investigating vehicle crashes and protect the public both on and off the highway. (For a comparison of traffic trooper manpower in southeastern states, see the table under the Office of State Police agency description.)

The Transportation and Environmental Safety Section (TESS) of the Traffic Enforcement Program enforces regulations and requirements related to hazardous materials, motor carrier safety, towing and recovery, metal control, and explosives control, and weights and standards.

Hazardous Materials Reporting: The federal Hazardous Materials Information, Development, Preparedness and Response Act and the Superfund Amendments and Reauthorization Act (SARA) require that regulated businesses report on an annual basis the presence of hazardous substances at their places of business. These acts require the reporting of any releases of these substances into the environment. The TESS Right-to-Know Unit, functioning as the repository of this data, is charged with the collection, maintenance, and coordination of all data required by these acts and with ensuring public availability of this data as required by law.

Transportation of Hazardous Materials: Act 83 of 1979 authorizes and directs the Department of Public Safety to promulgate necessary rules and regulations and to oversee compliance governing the transportation of hazardous materials, freight, and passengers. The unit provides emergency response to chemical emergencies at industrial sites or sites related to transportation by highway, rail or pipeline. It further ensures that all carrier transportation meet standards of safe operation, manufacture, and maintenance. This is accomplished by roadside inspections conducted on commercial transport vehicles that transport hazardous freight, material, and passengers and by inspections of rail transportation facilities.

Motor Carrier Safety: The Motor Carrier Safety Program is an international, coordinated, and uniform program of inspection and enforcement activities related to intrastate and interstate commercial vehicles and drivers for safety violations. The program is designed to immediately place defective drivers and defective vehicles out of service, if necessary, until defects have been corrected. The agenda provides for safety and compliance reviews of transportation facilities, as mandated by federal rule. The laws governing the program allow for the assessment of civil penalties. One of the unit's major goals is to begin accident report development and revisions to correlate commercial accident data with motor carrier safety.

Right-To-Know: Act 435 of 1985 provides for the creation of the Hazardous Materials Information Development Preparedness and Response Advisory Board; provides administrative functions for the Department of Public Safety and Corrections; provides requirements for certain owners and operators of certain businesses to report information about certain hazardous materials; and creates the Hazardous Materials Information and Development Preparedness and Response Fund to be used to provide the functions as outlined in the act.

Towing and Recovery: R.S. 32:1711 et. seq. authorizes the TESS Towing and Recovery Unit to regulate the towing and wrecker industry and provide rules and regulation pertaining to the towing and storage of vehicles. The unit monitors and regulates the industry statewide.

Metal Control: Under the authority of R.S. 51:579, the TESS is responsible for maintenance of records concerning all sales and purchases of certain precious metals. This is accomplished through the monitoring of the scrap and metal dealers in the state to ensure that proper records are kept.

Explosives Control: Under the authority of R.S. 40:147, the TESS is responsible for inspection of explosive materials storage magazines and investigation of theft or illegal possession of explosives. The TESS also provides specialized technical expertise and equipment (specifically bomb technicians who can defuse and dispose of a bomb) to local governments that may be confronted with the illegal use of explosives.

Emergency Response Training Center: The Emergency Response Training Center is located in Holden, LA. This center is tasked with training both government and private industry personnel in hazardous material response techniques.

Weights and Standards: Under the authority of R.S. 40:1379.8, the TESS is responsible for enforcing weight, size, vehicle license and fuel tax regulations on all state and federal highways. The Safety Enforcement Section is comprised of commissioned police officers who are responsible for ensuring that all Louisiana motor vehicle inspection stations are inspected. DPS Police provide security and law enforcement for buildings including the barracks that house prison inmate trustees. Additionally, the DPS Capitol police provide security and law enforcement needs for the State Capitol Complex, Governor's Mansion and other buildings in the capitol area.

Police protection for the Governor: Act 681 of 1988 requires the State Police to provide and maintain the security for the Governor, his office, the mansion, his immediate family, and other persons authorized by the Governor. Currently, the Office of State Police also provides protection for the Lieutenant Governor.

OBJECTIVES AND PERFORMANCE INDICATORS

Unless otherwise indicated, all objectives are to be accomplished during or by the end of FY 2001-2002. Performance indicators are made up of two parts: name and value. The indicator name describes what is being measured. The indicator value is the numeric value or level achieved within a given measurement period. For budgeting purposes, performance indicator values are shown for the prior fiscal year, the current fiscal year, and alternative funding scenarios (continuation budget level and Executive Budget recommendation level) for the ensuing fiscal year (the fiscal year of the budget document).

- 1.(KEY) Through the Troop Traffic Enforcement Section (TTES), to maintain regular duty contacts (i.e., crash investigations, tickets, arrests and motorist assists) at approximately the same level as actually achieved in FY 1999-2000 (464,714).

Strategic Link: This operational objective is related to Strategic Objective I.1: *Increase uniformed officers involvement with the community by 20% by June of 2003.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: All performance indicators listed track regular duty statistics. Including overtime and grant duty status would inaccurately inflate the numbers and would be impossible to properly predict. The overtime and grant hours vary year to year depending on what funds are acquired from various sources.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 1999-2000	ACTUAL YEAREND PERFORMANCE FY 1999-2000	ACT 11 PERFORMANCE STANDARD FY 2000-2001	EXISTING PERFORMANCE STANDARD FY 2000-2001	AT CONTINUATION BUDGET LEVEL FY 2001-2002	AT RECOMMENDED BUDGET LEVEL FY 2001-2002
K	Total number of regular duty contacts: crashes, tickets, arrests, and motorist assists	440,000	464,714	455,000	455,000	464,700	464,700 ¹
K	Miles patrolled per regular duty contact	27.2	25.0	26.0	26.0	26.0	26.0 ¹

¹ This indicator is based on full time equivalents at the troops not the T.O. for the troops. Thirty-two (32) commissioned officer vacancies were eliminated as part of the mandated personnel reduction. However, this did not affect the indicator because it includes only those commissioned officers assigned to the troop operations. Recommended and continuation level would be the same, even if the 32 commissioned vacancies were restored because of the time to hire and train a cadet (6-9 months to hire, 6 months to train and 3 months in field training).

For more information on the Troop Traffic Enforcement Section, see the General Performance Information table that follows.

GENERAL PERFORMANCE INFORMATION: LOUISIANA STATE POLICE TRAFFIC ENFORCEMENT

PERFORMANCE INDICATOR	PRIOR YEAR ACTUAL FY 1995-96	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00
Total number of contacts: crashes, tickets and motorist assists	537,229	452,751	414,091	450,660	464,714
Road patrol mileage	12,280,208	11,261,045	11,751,294	11,732,493	11,626,442
Miles patrolled per regular duty contact	22.9	24.9	28.3	26.0	25.0
Number of criminal arrests	3,778	3,436	4,004	4,012	3,978
Total number of crashes investigated ¹	33,498	34,540	35,342	35,297	35,337
Number of fatal crashes investigated ¹	439	449	492	452	467
Number of injury crashes investigated ¹	13,909	13,956	14,306	13,774	13,916
Number of property damage crashes investigated ^{1, 2}	19,150	20,111	20,544	21,071	20,954
Number of crashes resulting in arrests	26,177	25,898	26,074	25,729	26,241

¹ This indicator does not include accidents investigated by other law enforcement agencies.

² This indicator includes crashes with vehicle damage only, no injuries.

2. (SUPPORTING) To have Mobile Data Computers (MDC's) installed in 100% of the traffic units in FY 2001-2002.

Strategic Link: This objective partially accomplishes Strategic Objective II.1: *To provide full implementation of the Mobile Data Computers project by June 30, 2002.*

Louisiana: Vision 2020 Link: Not applicable

Children's Cabinet Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: Mobile Data Computer is a laptop computer that is installed in a police unit and utilized to access the Department of Public Safety Data Processing Center Information System. This system was expected to be fully implemented by the year 2001, but has been delayed due to reduced funding and the need for additional equipment.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 1999-2000	ACTUAL YEAREND PERFORMANCE FY 1999-2000	ACT 11 PERFORMANCE STANDARD FY 2000-2001	EXISTING PERFORMANCE STANDARD FY 2000-2001	AT CONTINUATION BUDGET LEVEL FY 2001-2002	AT RECOMMENDED BUDGET LEVEL FY 2001-2002
S	Percentage of traffic units equipped with Mobile Data Computers ¹	92%	59% ²	100% ³	100% ³	100%	100%
S	Number of units equipped with Mobile Data Computers	793 ⁴	376 ⁵	639 ⁶	639 ⁶	639	609

¹ Total traffic units includes Transportation Environmental Safety Section units.

² Although the program reported in its FY 1999-2000 Fourth Quarter Performance Progress Report that the percentage of units equipped with Mobile Data Computers was 95%, the program now reports that the actual percentage of equipped units was 59% in FY 1999-2000. The inability of the department to complete this performance indicator was due to a reduction in funding necessary to purchase this technology. In addition, there was some confusion as to whether this indicator measured the percentage of units to be equipped or the percentage actually equipped.

³ Although the performance standard for this indicator is 100%., the department currently anticipates that between 75% and 80% of traffic units will be equipped with MDCs by the end of FY 2000-2001.

⁴ Although the FY 1999-2000 performance standard for this indicator is 793, the department indicated in its FY 1999-2000 First and Second Quarter Performance Progress Reports that it reset its target to 631 for yearend. The FY 1999-2000 standard for this indicator was set erroneously at 793. It should have been 729 which is 92% of 793. Further, the expectation that 729 traffic units would be equipped with MDC's was based on an additional 160 troopers, which were requested in a new/expanded service request that was not funded. In addition, installation of the MDC's was delayed in one part of the state by the need to install a repeater so the units could function properly.

⁵ Although the program reported in its FY 1999-2000 Fourth Quarter Performance Progress Report that the number of units equipped with Mobile Data Computers was 1,160, the program now reports that the actual number of equipped units was 376 in FY 1999-2000. The inability of the department to complete this performance indicator was due to a reduction in funding necessary to purchase this technology. In addition, there was some confusion as to whether this indicator measured the number of units to be equipped or the number actually equipped.

⁴ Although the performance standard for this indicator is 639, the department currently anticipates that between 479 and 511 traffic units will be equipped with MDCs by the end of FY 2000-2001.

3.(KEY) Through the Transportation and Environmental Safety Section (TESS), Motor Carrier Safety Program, to hold the number of fatal commercial-related crashes to a level no greater than 150.

Strategic Link: This objective partially accomplishes Strategic Objective III.1: *To increase compliance with federal Motor Carrier Safety guidelines by June 30, 2002.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: Experience, data, and a number of studies have shown that maintenance of a strong enforcement presence in the form of roadside inspections is a primary force in ensuring that commercial vehicles and drivers operate safely on the nation's highways. Inspections are important in minimizing the risks attendant to the transportation of hazardous materials, passengers, and freight. Inspections can be instrumental in identifying national problems, such as fatigued drivers or specific mechanical violations which seem to occur nationally. A strong program of commercial vehicle inspections is a tried and true pro-active function that undoubtedly saves lives and prevents crashes. Traffic enforcement activities are a tool in addressing driver behavior at the time it occurs. Statistics have shown a direct correlation between moving violations committed by drivers and crash causation. A strong traffic enforcement presence serves as a deterrent to present or continued non-compliance with the traffic laws and prevents crashes.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 1999-2000	ACTUAL YEAREND PERFORMANCE FY 1999-2000	ACT 11 PERFORMANCE STANDARD FY 2000-2001	EXISTING PERFORMANCE STANDARD FY 2000-2001	AT CONTINUATION BUDGET LEVEL FY 2001-2002	AT RECOMMENDED BUDGET LEVEL FY 2001-2002
K	Number of fatal commercial-related crashes	Not applicable ¹	135	Not applicable ¹	139 ¹	133	148 ²
S	Number of Motor Carrier Safety inspections conducted	35,000	35,163	42,000	39,900	49,000	41,160 ²
K	Number of Motor Carrier Safety compliance reviews conducted	45	74	45	38	42	42 ²
K	Number of commercial motor vehicle moving violations	Not applicable ³	8,014	Not applicable ³	7,909 ³	7,500	6,060 ²
S	Number of Motor Carrier Safety drivers out-of-service violations	Not applicable ³	6,157	Not applicable ³	5,788 ³	5,800	4,385 ²
S	Number of Motor Carrier Safety vehicles out-of-service violations	Not applicable ³	8,704	Not applicable ³	8,456 ³	7,500	6,060 ²

¹ This is a new performance indicator. It did not appear under Act 10 of 1999 and Act 11 of 2000 and has no performance standards for FY 1999-2000 and FY 2000-2001. The value shown for existing performance standard is an estimate of yearend performance not a performance standard. For FY 1998-1999, the Motor Carrier Safety Program used an indicator entitled "Number of fatal/serious injury commercial vehicle crashes." The performance standard was 167 but the section indicated that the data necessary to report an actual yearend figure for this indicator were unavailable. Use of the indicator was discontinued.

² Due to the loss of one commissioned trooper and two clerical vacancies as a result of the attrition reduction, MSCAP will reduce its activity by 11.5% in FY 2001-2002. This section already took critical cuts to clerical positions in the statewide personnel reduction. With this additional reduction, 2 troopers assigned to inspection activities will be reassigned to handle clerical functions, such as processing violations, depositing fines, etc. The attrition reduction will result in a loss of three troopers currently involved in inspection activities. The ultimate result of the loss of these inspections is that public safety will be reduced.

³ This is a new performance indicator. It did not appear under Act 10 of 1999 and Act 11 of 2000 and has no performance standards for FY 1999-2000 and FY 2000-2001. The value shown for existing performance standard is an estimate of yearend performance not a performance standard. See the General Performance Information table that follows Objective 6 for more information on Motor Carrier Safety violations.

For more information on the Motor Carrier Safety Program activity, see the General Performance Information table that follows Objective 5.

4. (KEY) Through the Transportation and Environmental Safety Section, Weights and Standards Unit, to increase the number of commercial carriers cited that are in excess of 10,000 pounds above their lawful gross vehicle weight by 5% from the FY 2000-2001 estimate (667).

Strategic Link: This objective partially accomplishes Strategic Objective III.1: *To increase compliance with the federal Motor Carrier Safety guidelines by June 30, 2002.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: Grossly overweight vehicles accelerate the deterioration of our state's highway infrastructure. Weakened roads and damaged road substructures are known to be contributing factors in many serious injury and fatal crashes. By reducing the number of overweight trucks, our state's roads life-expectancy is increased thus reducing maintenance and repair costs. And, roads are safer for the motoring public reducing the number of crashes directly related to poor or weakened road surfaces.

LEVEL	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 1999-2000	ACTUAL YEAREND PERFORMANCE FY 1999-2000	ACT 11 PERFORMANCE STANDARD FY 2000-2001	EXISTING PERFORMANCE STANDARD FY 2000-2001	AT CONTINUATION BUDGET LEVEL FY 2001-2002	AT RECOMMENDED BUDGET LEVEL FY 2001-2002
K	Number of commercial carriers exceeding 10,000 pounds of lawful gross vehicle weight cited ¹	Not applicable ¹	488	Not applicable ¹	667 ¹	675	700
K	Number of Weights and Standards vehicle inspections conducted	10,800	5,734 ²	11,000	9,350	9,000	8,000 ³

¹ This is a new performance indicator. It did not appear in under Act 10 of 1999 and Act 11 of 2000 and has no performance standards for FY 1999-2000 and FY 2000-2001. The value shown for existing performance standard is an estimate of yearend performance not a performance standard.

² During the first three quarters of FY 1999-2000 the Weights and Standards Police, just brought under the umbrella of State Police, were required to attend extensive training to bring them up to State Police standards. During the last quarter of FY 1999-2000 the Weights and Standards officers were required to assist in a concerted effort to reduce the number of fatal motor carrier crashes.

³ Due to the loss of one vacant position, the number of inspections conducted is expected to decrease. A Weights and Standards inspector conducts approximately 50 inspections per month which results in approximately \$150,00 per year in fines. The current vacancy in the Weights and Standards (WTS) Unit is a Lieutenant position. A WTS officer will be promoted into this vacancy. Ultimately, a WTS officer position will be the vacancy reduced. With the Lieutenant position doing 66% administrative work, there will be an ultimate loss of approximately 1,000 inspections. (600 officer inspections plus 39% of Lieutenant inspections).

For more information on the Weights and Standards Unit, see the General Performance Information table that follows Objective 5.

5.(KEY) The Transportation and Environmental Safety Section, through the Right-to-Know Unit, will maintain compliance with Right-to-Know reporting at 55%.

Strategic Link: This objective partially accomplishes Strategic Objective III.1: *To increase compliance with the federal Motor Carrier Safety guidelines by June 30, 2002.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: Louisiana has over 13,000 facilities reporting nearly 90,000 hazardous or regulated materials. Presently, industry noncompliance to Right-to-Know and Tier II Reporting Laws is above 45%. This creates an unsafe environment for response personnel who depend on accurate reporting of stored or inventoried chemicals. On-site inspections and audits are needed to gain industry compliance.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 1999-2000	ACTUAL YEAREND PERFORMANCE FY 1999-2000	ACT 11 PERFORMANCE STANDARD FY 2000-2001	EXISTING PERFORMANCE STANDARD FY 2000-2001	AT CONTINUATION BUDGET LEVEL FY 2001-2002	AT RECOMMENDED BUDGET LEVEL FY 2001-2002
K	Percentage of industry entities in compliance with Right-to-Know and Tier II Reporting Laws	Not applicable ¹	55%	Not applicable ¹	55% ¹	60% ²	55% ²
K	Number of entities not in compliance with Right-to-Know reporting requirements	Not applicable ¹	Not available ³	Not applicable ¹	5,200 ¹	5,200	5,200
K	Number of Right-to-Know chemical violations cited ⁴	800	574	525	570	570	570

¹ This is a new performance indicator for FY 2000-2002. It did not appear under Act 10 of 1999 or Act 11 of 2000 and has no performance standards for FY 1999-2000 and FY 2000-2001. The value shown for existing performance standard is an estimate of yearend performance, not a performance standard.

² The department requested 3 additional T.O. to increase the percentage of industries in compliance with Right-to-Know and Tier II reporting laws. This request was not funded in the Executive Budget.

³ No data for this indicator were reported for FY 1999-2000 actual.

⁴ The name of this performance indicator has been modified for clarity. In previous fiscal years, it has been reported as "Number of Right-to-Know violations cited."

For more information on the Right-to-Know Unit, see the General Performance Information table that follows.

**GENERAL PERFORMANCE INFORMATION: TRANSPORTATION AND ENVIRONMENTAL SAFETY
SECTION**

PERFORMANCE INDICATOR	PRIOR YEAR ACTUAL FY 1995-96	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00
Motor Carrier Safety:					
Number of Motor Carrier Safety inspections conducted	39,419	42,880	39,704	37,160	35,163
Number of Motor Carrier Safety compliance reviews conducted	36	11	13	20	74
Number of Motor Carrier Safety violations cited	119,367	117,592	108,899	81,492	83,990
Amount of Motor Carrier Safety civil penalties collected	\$3,388,000	\$3,690,178	\$3,730,960	\$3,335,058	\$5,292,474
Number of Motor Carrier Safety drivers out-of-service violations ³	4,729	4,729	6,227	6,191	6,467
Number of Motor Carrier Safety vehicles out-of-service violations ³	11,196	9,505	8,452	9,886	8,704
Number of commercial motor vehicle moving violations	Not available ⁴	Not available ⁴	7,907	4,615	8,014
Weights and Standards :					
Number of Weights and Standards vehicle inspections conducted	Not available ⁴	Not available ⁴	10,116	10,370	5,734
Number of Weights and Standards violations cited	Not available ⁴	Not available ⁴	18,009	18,846	10,361
Amounts of Weights and Standards civil penalties collected	Not available ⁴	Not available ⁴	\$1,418,852	\$2,444,556	\$1,481,167
Right-to-Know:					
Amount of Right-to-Know filing fees collected	\$348,325	\$375,311	\$631,070	\$660,180	\$522,796
Amount of Right-to-Know civil penalties	\$125,000	\$209,445	\$375,200	\$415,934	\$310,018
Number of hazardous material transportation incidents	1,236	1,487	1,375	1,895	1,997
Number of hazardous material fixed site incidents	2,240	1,724	2,938	2,666	2,810
Number of hazardous material pipeline incidents	Not available ⁵	2,107	1,141	2,315	2,440

¹ Data for this indicator were not collected prior to FY 1996-1997.

² Motor Carrier Safety drivers out-of-service violations are the number of violations that are so severe the driver must be removed from service according to standards set by the Commercial Vehicle Safety Alliance Out of Service criteria.

³ Motor Carrier Safety vehicles out-of-service violations are the number of violations that are so severe that the vehicle must be removed from service according to the standards set by the Commercial Vehicle Safety Alliance Out of Service criteria.

⁴ Data for this indicator were not collected prior to FY 1997-1998.

⁵ Data for this indicator were not collected prior to FY 1996-1997.

6. (KEY) Through the Transportation and Environmental Safety Section, Explosives Control Activity, to maintain voluntary compliance with the Explosive Control Act at estimated FY 2000-2001 levels through magazine inspections.

Strategic Link: This objective partially accomplishes Strategic Objective III.1: *To increase compliance with the federal Motor Carrier Safety guidelines by June 30, 2002.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: The Explosives Control Act requires mandated inspections of explosives magazines to ensure compliance and the lawful handling and storage of explosive materials. The reduction in the number of magazine inspections conducted from FY 2000-2001 to FY 2001-2002 is due to reductions in manpower due to mandated reductions in funding.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 1999-2000	ACTUAL YEAREND PERFORMANCE FY 1999-2000	ACT 11 PERFORMANCE STANDARD FY 2000-2001	EXISTING PERFORMANCE STANDARD FY 2000-2001	AT CONTINUATION BUDGET LEVEL FY 2001-2002	AT RECOMMENDED BUDGET LEVEL FY 2001-2002
K	Number of magazine inspections conducted	Not applicable ¹	2,441	Not applicable ¹	710 ²	2,441 ³	710 ³
K	Number of magazine facilities for which inspections are mandated	Not applicable ¹	536	Not applicable ¹	550	550	550

¹ This is a new performance indicator. It did not appear in under Act 10 of 1999 and Act 11 of 2000 and has no performance standards for FY 1999-2000 and FY 2000-2001. The value shown for existing performance standard is an estimate of yearend performance not a performance standard.

² The number of inspections conducted for the first 6 months of FY 2000-2001 by the Explosive Unit was 355. These inspections were conducted with 2 individuals. The agency expects the same number of inspections for the remaining part of FY 2000-2001. Originally there were 3 individuals dedicated to this activity. However, due to retirement and personnel reductions, there is only one full-time person dedicated to this activity. The second individual is cross-assigned to the HAZMAT. The attrition reduction will fix the number of people assigned to this activity at 2 individuals. The vacant position will be eliminated due to the attrition reduction.

³ Continuation budget level was based on the anticipation of receiving two additional personnel. These positions were not granted. Therefore, recommended budget level has been adjusted to estimated existing level.

7. (KEY) Through the Transportation and Environmental Safety Section, Department of Public Safety (DPS) Police, to return the level of security for the Capitol Park to the same level as achieved in FY 1999-2000 (117,195 miles patrolled).

Strategic Link: This objective partially accomplishes Strategic Objective I.5: *To provide a 100% increase in security for the Capitol Complex by June 30, 2003.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not applicable

Other Link(s): Not applicable

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 1999-2000	ACTUAL YEAREND PERFORMANCE FY 1999-2000	ACT 11 PERFORMANCE STANDARD FY 2000-2001	EXISTING PERFORMANCE STANDARD FY 2000-2001	AT CONTINUATION BUDGET LEVEL FY 2001-2002	AT RECOMMENDED BUDGET LEVEL FY 2001-2002
K	Total number of miles patrolled - Capitol Park	75,500	117,195	76,500	57,375 ¹	117,000	117,000 ⁴
K	Total number of Capitol Park contacts: crash investigations, arrests, citations, etc. - ²	Not applicable ³	2,153	1,496	1,122 ¹	2,500	2,500 ⁴

¹ The Act 11 performance standard was reduced by a BA-7 approved in November 2000 as part of a package of amendments to realign the department's resources and minimize layoffs associated with mandated personnel reductions.

² Contacts include crash investigation, arrests, citations issued, actual fire responses answered, theft and other investigations conducted, protests/demonstrations, and other. Other contacts include aid and assist, alarm response, damage to property, disturbance response, emergency response, fire alarm response, found property, suspicious persons, and unsecured doors.

³ This was a new performance indicator for FY 2000-2001. It did not appear under Act 10 of 1999 and does not have a performance standard for FY 1999-2000.

⁴ DPS Police - Capitol Detail will be responsible for providing 100% of the security for all state agencies located in the Downtown Development District. The number of positions will increase by 58% from 30 to 72. This is a result of most state agencies moving into the Capitol Park. The objective has not been changed to reflect the increase in funding. Simply, it will take Capitol Security most of next fiscal year to recruit and train the officers assigned to Capitol Park.

GENERAL PERFORMANCE INFORMATION: DPS POLICE, CAPITOL PARK SECURITY				
PERFORMANCE INDICATOR	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00
Number of DPS Officers	16	16	28	33
Number of crash investigations conducted	11	11	26	31
Number of arrests made	4	6	15	25
Number of citations issued	12	41	128	313
Number of actual fire responses answered	0	3	6	7
Number of other investigations conducted	32	6	20	20
Number of protests/demonstrations	29	29	36	53
Number of theft investigations conducted	5	11	18	8
Number of vehicle patrol miles	27,000	42,007	70,143	115,101
Number of bicycle patrol miles	0	1,067	1,601	2,094

8. (KEY) Through the Transportation and Environmental Safety Section, Safety Enforcement Section, to maintain voluntary compliance with the Compulsory Insurance Law.

Strategic Link: This objective partially accomplishes Strategic Objective IV.3: *To increase voluntary compliance with the Compulsory Insurance Law by June 30, 2002.*

Louisiana: Vision 2020 Link: This objective contributes to Vision 2020 Objective 3.3: *To have safe homes, schools and streets throughout the state.*

Children's Cabinet Link: Not applicable

Other Link(s): Not applicable

Explanatory Note: The identification of suspended operators and remanding the custody of their driver's licenses to the state promotes public safety by greatly deterring offenders from operating motor vehicles. The withdrawal of registration privileges from uninsured motor vehicles helps to reduce insurance premium costs and costs relating to casualty and property loss.

In FY 1998-1999, the Safety Enforcement Section set an operational objective to increase compliance with the compulsory insurance laws by 1% over the FY 1997-1998 level (85%). The section set a performance standard of 1.2% for "Percentage change in compulsory insurance compliance" and actually achieved a 1% increase during FY 1998-1999. A second performance indicator "Percentage compulsory insurance compliance" had a standard of 85% and an actual yearend level of 85%. In FY 1999-2000, the Safety Enforcement Section sought to maintain the 85% compliance level; however, the FY 1999-2000 actual figure for compliance was 81%. In FY 1999-2000, the Safety Enforcement Section did not set an objective related to compulsory insurance compliance but reported the compliance level as General Performance Information (GPI). The compulsory compliance percentage is still reported as GPI (see following table).

To enable the section to increase the number of motor vehicle inspection (MVI) stations inspected, the section indicated that it would no longer work pickup orders for suspended driver's licenses. Rather, the Office of Motor Vehicles would mail certified letters to individuals with suspended driver's licenses instead of requiring a safety enforcement officer to seize the suspended driver's license. This change would allow the Safety Enforcement Section to emphasize inspection of MVI stations. However, a recent reorganization of the Louisiana State Police has placed greater emphasis on compulsory insurance enforcement. As a result, the Safety Enforcement Section has restored an operational objective related to compulsory insurance compliance and has dropped indicators related to motor vehicle inspection stations to General Performance Information (see the following table). Indicators for the compulsory insurance objective do not measure the outcome (compulsory compliance level) but focus on the enforcement activities that lead to the desired outcome.

L E V E L	PERFORMANCE INDICATOR NAME	PERFORMANCE INDICATOR VALUES					
		YEAREND PERFORMANCE STANDARD FY 1999-2000	ACTUAL YEAREND PERFORMANCE FY 1999-2000	ACT 11 PERFORMANCE STANDARD FY 2000-2001	EXISTING PERFORMANCE STANDARD FY 2000-2001	AT CONTINUATION BUDGET LEVEL FY 2001-2002	AT RECOMMENDED BUDGET LEVEL FY 2001-2002
K	Number of suspended driver's licenses picked up ¹	Not available ²	1,898	Not available ²	1,750 ²	3,000	2,810 ³
K	Number of vehicle licenses seized for insurance noncompliance ³	Not available ²	3,373	Not available ²	2,960 ²	2,000	1,875 ³

- ¹ In FY 1998-1999 and FY 1999-2000, the Safety Enforcement Section used an indicator named "Number of physical pickup orders worked." For FY 1998-1999, this indicator had a performance standard of 70,352 and a yearend actual of 78,886. In FY 1999-2000, this indicator had a performance standard of 76,812 and a yearend actual of 61,488. This lower level of pickups is due to the fact that, during the second half of the fiscal year, the Office of Motor Vehicles, which is responsible for printing pickup orders, stopped issuing pickup orders because this was determined not to be cost-effective.
- ² The Office of State Police has recently reorganized the Safety Enforcement Section under the Transportation and Environmental Safety Section, Transportation Safety/Physical Security. This activity's core mission has been refocused on compulsory insurance compliance. This indicator is new for FY 2001-2002. It did not appear under Act 10 of 1999 and Act 11 of 2000 and has no performance standards for FY 1999-2000 and FY 2000-2001. The value shown for existing performance standard is an estimate of yearend performance, not a performance standard.
- ³ Due to the loss of two vacant positions as a result of the attrition reduction, the number of suspended driver's licenses picked up will be reduced and the number of vehicle licenses seized for insurance non-compliance will be reduced. Each Safety Enforcement officer can pick up an average of 94 licenses in a year. Additionally, each officer averages 62 licenses seized for insurance non-compliance.
- ⁴ In FY 1998-1999 and FY 1999-2000, the Safety Enforcement Section used an indicator named "Number of notice of violation - no insurance issued." For FY 1998-1999, this indicator had a performance standard of 916 and a yearend actual of 311. The primary focus for this section during FY 1998-1999 was inspection of MVI stations. For FY 1999-2000, this indicator had a performance standard of 916 and a yearend actual of 449. The section indicated in its LaPAS Performance Progress Reports that the Safety Enforcement Section assists with insurance checkpoint when asked by the Louisiana State Police or local law enforcement agencies. However, due to the lack of available officers, these agencies did not scheduled as many checkpoints as anticipated, thus causing a reduction in the number of violations cited.

For more information on the Safety Enforcement Section, see the General Performance Information table that follows.

GENERAL PERFORMANCE INFORMATION: SAFETY ENFORCEMENT SECTION					
PERFORMANCE INDICATOR	PRIOR YEAR ACTUAL FY 1995-96	PRIOR YEAR ACTUAL FY 1996-97	PRIOR YEAR ACTUAL FY 1997-98	PRIOR YEAR ACTUAL FY 1998-99	PRIOR YEAR ACTUAL FY 1999-00
Compulsory Automobile Insurance Compliance:					
Percentage of compulsory automobile insurance compliance	Not available	Not available	84%	85%	81%
Motor Vehicle Inspection Stations:					
Number of motor vehicle inspection stations inspected	4,883	5,937	6,374	6,624	7,402
Number of civil penalty cases completed	Not available	134	20	223	300
Percentage change in the number of civil penalty cases	Not available	2.2%	3.4%	1.0%	1.3%

RESOURCE ALLOCATION FOR THE PROGRAM

	ACTUAL 1999- 2000	ACT 11 2000 - 2001	EXISTING 2000 - 2001	CONTINUATION 2001 - 2002	RECOMMENDED 2001 - 2002	RECOMMENDED OVER/(UNDER) EXISTING
MEANS OF FINANCING:						
STATE GENERAL FUND (Direct)	\$0	\$0	\$0	\$557,099	\$749,011	\$749,011
STATE GENERAL FUND BY:						
Interagency Transfers	1,337,085	1,094,877	1,332,518	1,340,177	2,133,905	801,387
Fees & Self-gen. Revenues	7,027,256	2,642,559	4,261,150	4,267,477	3,864,173	(396,977)
Statutory Dedications	34,500,457	41,783,905	41,783,905	41,801,905	43,166,818	1,382,913
Interim Emergency Board	0	0	0	0	0	0
FEDERAL FUNDS	1,844,722	1,611,526	3,137,004	2,988,498	2,554,454	(582,550)
TOTAL MEANS OF FINANCING	\$44,709,520	\$47,132,867	\$50,514,577	\$50,955,156	\$52,468,361	\$1,953,784
EXPENDITURES & REQUEST:						
Salaries	\$31,731,821	\$29,678,773	\$31,883,188	\$32,428,372	\$32,859,286	\$976,098
Other Compensation	139,832	31,200	78,491	78,491	78,491	0
Related Benefits	2,565,789	2,666,169	2,986,833	2,998,748	3,183,594	196,761
Total Operating Expenses	4,543,990	8,453,035	8,472,161	8,560,105	8,720,804	248,643
Professional Services	63,390	78,790	255,290	260,396	270,645	15,355
Total Other Charges	1,511,416	2,045,623	2,069,719	2,111,113	2,502,036	432,317
Total Acq. & Major Repairs	4,153,282	4,179,277	4,768,895	4,517,931	4,853,505	84,610
TOTAL EXPENDITURES AND REQUEST	\$44,709,520	\$47,132,867	\$50,514,577	\$50,955,156	\$52,468,361	\$1,953,784
AUTHORIZED FULL-TIME EQUIVALENTS: Classified	879	874	887	887	915	28
Unclassified	1	0	0	0	0	0
TOTAL	880	874	887	887	915	28

SOURCE OF FUNDING

This program is funded with State General Fund, Interagency Transfers, Fees and Self-generated Revenues, Statutory Dedications and Federal Funds. The Interagency Transfers are federal grants for specialized traffic enforcement from the Highway Safety Commission, Department of Transportation and Development, and the Department of Environmental Quality; for security expenses from various state agencies housed in the capitol complex area. The Fees and Self-generated Revenues are primarily from a \$5.50 assessment of all motor vehicle inspections and other motor vehicle fees. Other significant Fees and Self-generated Revenues are from fees and fines from the Hazardous Materials Transportation and Motor Carrier Safety Program. The Statutory Dedications are derived from the Louisiana Transportation Trust Fund, Riverboat Gaming Enforcement Fund, Right-to-Know Fund, the Hazardous Materials Emergency Response Fund, the Explosives Trust Fund, Weights and Standard Mobile Police Fund and the Louisiana Towing and Recovery Fund. (Per R.S. 39:32B.(8), see table below for

a listing of expenditures out of each statutory dedicated fund.) Federal Funds are from the Department of Transportation for the Motor Carrier Safety Program, and the Environmental Protection Agency for emergency response activities.

	ACTUAL 1999 - 2000	ACT 11 2000 - 2001	EXISTING 2000 - 2001	CONTINUATION 2001 - 2002	RECOMMENDED 2001 - 2002	RECOMMENDED OVER/(UNDER) EXISTING
Louisiana Towing and Storage Fund	\$275,795	\$318,093	\$318,093	\$318,093	\$318,093	\$0
Riverboat Gaming Enforcement Fund	\$1,196,311	\$0	\$0	\$0	\$161,295	\$161,295
Transportation Trust Fund - Regular	\$32,422,882	\$40,456,512	\$40,456,512	\$40,456,512	\$40,309,765	(\$146,747)
Right to Know Fund	\$544,874	\$868,376	\$868,376	\$886,376	\$886,376	\$18,000
Weights and Standards Mobile Police Force Fund	\$0	\$0	\$0	\$0	\$1,350,365	\$1,350,365
Hazardous Materials Emergency Response Fund	\$34,800	\$115,129	\$115,129	\$115,129	\$115,129	\$0
Explosives Trust Fund	\$25,795	\$25,795	\$25,795	\$25,795	\$25,795	\$0

ANALYSIS OF RECOMMENDATION

GENERAL FUND	TOTAL	T.O.	DESCRIPTION
\$0	\$47,132,867	874	ACT 11 FISCAL YEAR 2000-2001
			BA-7 TRANSACTIONS:
\$0	\$1,230,473	0	Increased funding for motor carrier safety enforcement
\$0	\$320,369	11	Realignment of gubernatorial mandated personnel reductions
\$0	\$162,968	2	Implementation of enforcement activities relative to the La. Dig law which requires excavators and demolishers to call before digging.
\$0	\$1,045,259	0	Adjustment to ensure adequate funding for salaries
\$0	\$197,641	0	Increased funding to provide for continued enforcement of the untaxed motor fuel usage
\$0	\$425,000	0	Acquisition of 85 in-car cameras
\$0	\$50,514,577	887	EXISTING OPERATING BUDGET – December 15, 2000
\$0	\$274,448	0	Annualization of FY 2000-2001 Classified State Employees Merit Increase
\$0	\$270,736	0	Classified State Employees Merit Increases for FY 2001-2002
\$0	\$4,085,863	0	Acquisitions & Major Repairs
\$0	(\$4,768,895)	0	Non-Recurring Acquisitions & Major Repairs
\$0	(\$82,460)	0	Salary Base Adjustment
\$0	(\$592,432)	(24)	Attrition Adjustment
\$0	\$617,420	13	Transfer Protective Services Unit from Operational Support Program

\$0	\$94,375	0	Training series adjustment
\$0	\$350,000	0	Attrition academy class
\$0	(\$109,748)	(3)	Transfer regional trainers to Academy
\$749,011	\$1,814,477	42	Enhanced security for Capitol Park
\$749,011	\$52,468,361	915	TOTAL RECOMMENDED
\$0	\$0	0	LESS GOVERNOR'S SUPPLEMENTARY RECOMMENDATIONS
\$749,011	\$52,468,361	915	BASE EXECUTIVE BUDGET FISCAL YEAR 2001-2002
SUPPLEMENTARY RECOMMENDATIONS CONTINGENT ON NEW REVENUE:			
\$0	\$0	0	None
\$0	\$0	0	TOTAL SUPPLEMENTARY RECOMMENDATIONS CONTINGENT ON NEW REVENUE
\$749,011	\$52,468,361	915	GRAND TOTAL RECOMMENDED

The total means of financing for this program is recommended at 103.9% of the existing operating budget. It represents 71.2% of the total request (\$73,680,448) for this program. The increase in State General Fund, in the total means of financing, and in the T.O. is primarily due to the enhanced security for the Capitol Park Complex. Forty-two positions were added for security in Capitol Park. Other significant adjustments requiring increased funding include the transfer of protective service activities (including 13 positions) from the Operational Support Program, and additional funding for an attrition academy class. Three regional trainer positions along with the related funding were transferred to the training academy. Funding for acquisitions were also reduced.

PROFESSIONAL SERVICES

\$78,790	Laboratory services for testing chemicals from an emergency incident response
\$70,000	Computer programming for enforcement of untaxed fuel usage
\$106,500	Public service announcement prepared by La. Public Broadcasting and analysis of traffic data by LSU relative to motor carrier safety enforcement
\$15,355	Physical examinations for new DPS police positions for enhanced security for Capitol Park
\$270,645	TOTAL PROFESSIONAL SERVICES

OTHER CHARGES

\$743,318	Troopers receive \$4.50 per workday for cleaning and maintaining uniforms and \$17.85 monthly standard allowance (\$2.50 per month for foot wear, and \$15.35 monthly for ammunition and batteries)
\$35,784	Safety enforcement officers receive \$2.50 per workday for uniform maintenance and \$17.85 monthly standard allowance, (\$2.50 monthly for footwear, and \$15.35 monthly for ammunition and batteries)
\$53,283	Weights and standards officers receive \$2.50 per workday for uniform maintenance and \$17.85 monthly standard allowance, (\$2.50 monthly for footwear, and \$15.35 monthly for ammunition and batteries)
\$143,214	DPS police officers receive \$2.50 per workday for uniform maintenance and \$17.85 monthly standard allowance, (\$2.50 monthly for footwear, and \$15.35 monthly for ammunition and batteries)
\$611,721	In-service training for commissioned personnel at the State Police Academy
\$485,687	Attrition academy class
\$25,900	DPS police academy class
\$2,098,907	SUB-TOTAL OTHER CHARGES
	Interagency Transfers:
\$292,811	Transferred to Management and Finance for printing, dues/subscriptions, postage, telephone, etc.
\$5,000	Transferred to Department of Transportation and Development for gasoline reimbursement
\$105,318	Transferred to LSU and Office of Emergency Preparedness for planning and training activities related to the transportation of hazardous materials
\$403,129	SUB-TOTAL INTERAGENCY TRANSFERS
\$2,502,036	TOTAL OTHER CHARGES

ACQUISITIONS AND MAJOR REPAIRS

\$3,944,697	Replacement vehicles (195)
\$570,989	New vehicles for Capitol Park enhancement (31)
\$68,007	Major repairs at the regional offices
\$73,159	Replacement office equipment
\$196,653	Equipment for Capitol Park enhancement (firearms, vests, car and hand held radios)
\$4,853,505	TOTAL ACQUISITIONS AND MAJOR REPAIRS